

# THE TRANSFORMER



## TRAFFIC MANAGEMENT

### Web provides fast, accurate personal property rates

By Leesha Saunders Galery

Legislative Liaison

MTMC Headquarters

Gail Collier and Hank Spieler discuss Web posting of carrier personal property rates that has made volumes of paper copies defunct.

The World Wide Web, which speeds information flow of all types of data, also makes available the rate postings of personal property carriers. What used to take a lot of paper and problems with keeping accurate data, is provided in an instant via the Military Traffic Management Command's (MTMC) Web page.

"The Web has brought us into the 21<sup>st</sup> century," says Hank Spieler, chief of MTMC Domestic and International Rates Team. "We wanted to use the K-I-S-S principle; keep it simple -- stupid," said Spieler. So, anyone who knows the basics about computers can access the information from their personal computer. They can then review and print point-to-point domestic and international rates. "The site, [www.mtmc.army.mil](http://www.mtmc.army.mil), in the personal property section, provides a single Web carrier rate location that is available around the clock. Carriers may take a laptop on vacation to the Bahamas and check their rates to see how they compare with the other carriers."

The Web-based system, begun in 1998, is used daily by Army, Air Force, Navy, Marines and Coast Guard personal property offices throughout the world. Carriers can now see and plan for the next rate filing cycle, too. The information is public and does not get pulled for security in an emergency situation such as the terrorist attacks of September 11<sup>th</sup>. The site only displays the rates submitted by private companies for various lanes of government personal property movements.

Putting rates on the Internet began with a challenge. The 1995 Paperwork Reduction Act, that took effect on October 1, 1995, required federal agencies to reduce their use of paper. MTMC's Personal Property Division, which updated thousands of transportation rates every six months, was specifically impacted. Adding to the paperwork, carriers had to make written request for copies of the rates.

"Veteran employees still talk about countless overtime hours when employees manually typed and listed carrier rates for their respective cycles," said traffic management specialist Gail Collier, who currently maintains the program's international rates. "I still don't know how we managed to do it!" said Spieler.

**“The Way We Were”**

“Paper dominated the old system,” said Spieler. MTMC had a “library” that was a large bedroom-sized room filled with black and green three-inch, loose-leaf binders, stacked in six-foot-high bookcases.

“Carriers had their own paper process,” too, he said. Companies had to wait on the Personal Property Rate Filing System to manually input the rates. Then under the Freedom of Information Act, they would request to see their competitors’ rates. The entire process generated numerous phone calls and mailings from both transportation offices and carrier agents.

Frank Galluzzo, the then Deputy Director of Personal Property, granted Spieler the latitude to pursue the development of his Web-based system ideas. He developed a team with Alex Moreno and information management specialist Cliff Mechalske. By the end of 1998, the team members had developed an on-line working program.

The Web-based system eliminated “monstrous files and computer printouts,” said Spieler. “We no longer have the labor connected with palletizing and sending the hard copy files to the Federal Records Center in Suitland, MD,” said Spieler.

**The Manual Processes Meets Automation**

“The Web was still new in 1998. A big challenge was orienting transportation carriers to its use,” said Spieler. “We worked with both the American Moving and Storage Association and the Household Goods Freight Forwarders of America, Inc., through the initial presentation and testing of the program,” said Spieler. “At each test, we obtained something from the carrier industry-- something that we would like to see. It turned into a process of improvements that continues today.”

In an outreach effort, MTMC made a formal presentation of the program during the command's training symposium in 1999, in Denver, Colorado. Carriers learned fast. Carriers call us now and ask, “When are they (the rates) going to be on the Web?” said Spieler. Carriers keep watch and know when to expect the new rates to be posted.

**The opportunities are endless!**

Spieler sees one-year personal property rate cycles replacing the current six-month cycle. In addition, he suggests the current system will keep in step with the future by incorporating new technologies as they become available. “Some small carriers continue to pay companies to file their rates,” said Spieler. In the future, he hopes more carriers will become computer literate. The system is so user- friendly, smaller carriers may file their own rates directly.

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**MTMC Web site speeds answers to customers, industry partners**

**By Cori Libby**

Public Affairs Specialist

MTMC Headquarters

If you need an answer to a personal property or privately owned vehicle question, a Web site offered by the Military Traffic Management Command (MTMC) gives you the opportunity to get it in a hurry. The Web site is at [www.mtmc.army.mil](http://www.mtmc.army.mil). Once you enter the site, click on the Personal Property Tab at the top of the screen. The Personal Property Homepage then offers sub topics on the left side of the page. These allow access to the Frequently Asked Questions section.

“It is enormously popular,” said Cliff Mechalske, MTMC’s Web Functional Manager/Application Developer, Personal Property Systems. You can submit additional questions, or view the existing questions. The site has been available since June 2001, and questions have greatly expanded, said Mechalske. “There is a constant flux of military members moving or changing their duty stations,” said Mechalske. “They often have questions and concerns about the movement of their household goods and/or privately owned vehicles. Meanwhile, shippers often require interpretation of regulations or procedures governing the movement of personal property for the Department of Defense.”

“The Web site has received customer praise,” said Mechalske, “because of its easy access and broad range of topics.” Hank Spieler of MTMC’s Domestic & International Rates Team, agrees. “Before we established the MTMC Web site,” said Spieler, “the most frequent, telephonically asked question by military members to their local Personal Property Shipping Offices was, (Where is my POV)? On the other hand, carriers frequently asked for guidance or interpretations on the international or domestic rate solicitations.

“Another area of customer questions dealt with permanent change of station entitlements,” said Spieler. “However, entitlement questions is a matter for the respective military Service representatives to answers, he said. Each Service handles its own entitlements, at the installation or major command level. “The use of Frequently Asked Questions greatly reduced telephone inquiries,” said Spieler. Here are some examples of Frequently Asked Questions on the Web site:

Q. Where can I find information on the extended Household Goods Shipping containers?

A. MTMC Pamphlet 55-12, Section II, sub paragraph 2001 and 2003.

Q. Is there a system over the Internet that the member can use to track their household goods?

A. Currently, there is no program on the Internet for a member to track their shipment. The only contact is a 1 (800) number that carriers have established, which gives you the ability to contact them and determine where your property is located.

Q. I have been unable to download the complete solicitation of the Direct Procurement Method International Commercial Air Solicitation, Vol. 33 (effective Oct. 1, 2001). The Web site appears to have an underlined link, but when I click to access it, nothing happens. Could you please advise me on the status? The current Volume 33 rates are available, but we need to obtain a copy of the current solicitation.

A. The DPM International Commercial Air Solicitation, Vol. 33 can be downloaded at <http://www.mtmc.army.mil/CONTENT/3585/dpm33.pdf>

Q. When a domestic shipment arrives at an agent on a holiday and you are unable to notify the transportation office, do you refuse the shipment or do you unload the truck and notify the transportation officer on the next workday? If you unload the truck, is the shipment subject to storage-in-transit for the days you held it in your warehouse until the transportation officer was available?

A. Carriers cannot clear shipments on established Federal holidays. The carrier should contact the personal property shipping office on the next workday to clear the shipment. If the shipment is placed into storage and a storage-in transit control number is issued

by the ITO/TMO, the storage charges begin that day, not the day of the holiday. Whether an agent should accept or refuse a shipment arriving on a holiday is between the carrier and the agent.

Q. Where can I find information regarding personally procured moves? Is there a pamphlet on the Internet?

A. No such pamphlet exists, as each military service has unique requirements that apply only to their respective Service members. Personally procured moves are under their control. Refer to the Joint Federal Travel Regulation or the appropriate military service regulation.

Q. When does the storage time start if you ship your property early? If I retire in December, but ship my property in October, does the time start on my retirement day or the date the property arrives? For short-term storage-in-transit and long-term?

A. Please contact the nearest personal property shipping office or your service headquarters.

Q. Where can I find in your new Web site the latest updates?

A. Latest updates are listed as “What’s New on the New Web Site.”

Q. The pages for the personal property shipment information are coming up as “not found.” Are they going to be put back on there?

A. The Personal Property Shipment information has been corrected. We apologize for the inconvenience with the MTMC Web site during its transition. Any concerns with the new Personal Property web site can be sent to [property@mtmc.army.mil](mailto:property@mtmc.army.mil)

Q. Is there any information about when Change 1 to the Defense Travel Regulation will be published? Will a link be established from your Web page to the Federal Register?

A. Change 1 to the Defense Travel Regulation is scheduled for publication this spring. A link will be established from our Web site.

Q. Where can a list of installation names and Government Bill of Lading Office Codes (GBLOC), addresses, and contacts be found or obtained?

A. The above information can be found in the Personal Property Consignment Instruction Guides, Volumes I & II, which are located on our Web site.

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## MTMC's new Web process speeds carrier qualification

**By Sylvia Walker**

Program Manager

Carrier Qualification

Headquarters MTMC

A new Web-based system will soon streamline carrier qualification for personal property carriers for the Military Traffic Management Command. The new process, set to begin this spring, will cut carrier qualification time from four to six weeks to approximately 72 hours. The process will also increase some MTMC-required carrier standards.

"This is a dramatic departure and change in MTMC's administration of carrier moves for the Department of Defense," said Sylvia Walker, Program Manager, Carrier Qualification. "I'm excited." In the past, a personal property carrier seeking MTMC qualification would have to complete a multitude of paper forms. Beginning this spring, carriers will submit their applications on a specific site on the MTMC Web. "The new process will require all currently approved carriers to submit electronic documentation to update MTMC's entire process," said Walker. The new process brought a cautious approval from Terry Head, President, Household Goods Freight Forwarders of America, Inc. "We support the use of the Internet to facilitate the qualification process," said Head.

Part of the MTMC-mandated changes will involve increased carrier standards. "The standards were developed in close consultation with the moving industry associations," said Walker. MTMC is seeking higher carrier qualification standards. The revised standards call for carriers to meet higher financial reporting and operating standards. These increased requirements will also include an increased cargo liability insurance and maintenance of a performance bond for domestic interstate moves. These changes have already been published in the Federal Register for public comment.

"Most carriers I have talked to tell me they support the provision requiring increased financial record reporting," said Walker. "The industry wants their partners to be financially strong as well. This is a win-win situation." These enhancements are not directly related to a quartet of moving pilots conducted in recent years, the results of which U.S. Transportation Command is in the process of tabulating.





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## JOINT CMOS

**By Major Mark Wingreen and  
Mr. Jim Wakeley**  
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AF Pentagon, VA

Most of the Transportation community is familiar with the Cargo Movement Operations System (CMOS). It was originally designed to automate Air Force's base-level cargo movement and crisis mobility activities. Its focus was to improve operational effectiveness by providing a single system capable of supporting end-to-end transportation processing, using automatic identification technology (AIT), and exchanging data with other automated information systems (AISs).

Because of the capability it provides, CMOS has been sought out by other DoD activities. In addition to being operational at 190+ Air Force locations, it is currently in use at 9 USMC installations (with plans underway to expand to an additional 27), 6 USN installations (Naval Air Terminal Norfolk and 5 OCONUS locations), and the National Security Agency at Ft Meade. Additionally, it was recently selected by US Army – Europe's 21<sup>st</sup> Theater Support Command to replace the existing legacy system supporting the Theater Distribution Center (TDC). Software for the TDC is currently in development and should be in the field by the end of this year.

In 1995, the Joint Transportation Corporate Information Management (CIM) Center (JTCC) selected CMOS as the model for traffic management capability for the Transportation Coordinators' Automated Information for Movement System (TC-AIMS II). CMOS would be decommissioned when the TC-AIMS II traffic management software, incorporating all the CMOS functionality plus additional capability identified in a gap analysis, was delivered. However, the challenges associated with development of the Unit Move capability in TC-AIMS II caused delays that adjusted the scheduled delivery of the Traffic Management portion to approximately FY07.

As a result of this delay, the Air Force initiated a proposal to use CMOS as the traffic management component of TC-AIMS II. It already meets the majority of TC-AIMS II requirements, providing end-to-end traffic management support for the AF and a growing number of other military Service users. There were many advantages to this proposal. First, implementation was already well underway, essentially complete in the AF and partially done in the USMC and USN. Second, development of remaining software enhancements could begin immediately, providing expanded capability through 6 software releases to the user community and finishing the task some two years earlier than the TC-AIMS II schedule predicted. Third, the cost of modifying existing software would be less than that for new development.

Adding support to the Air Force proposal, CMOS has distinguished itself with a number of awards. In 1999, the DoD Joint Electronic Commerce Program Office selected CMOS as the Best Electronic Commerce Team (Government/Large Business Team), recognizing the teaming of a Government agency and industry (Emery Worldwide, UPS, and FedEx) for outstanding achievement in the advancement of EC principles or applications within the DoD. CMOS was also selected in April 2001 for the E-Gov Pioneer Award in recognition of its innovative solutions in electronic commerce.

The Joint Transportation Management Board, the General Officer Steering Group that provides functional oversight of TC-AIMS II, accepted the Air Force proposal on 22 January 2002, designating CMOS as the Installation Transportation Office/Traffic



Management Office component of TC-AIMS II. The details of this decision are still being worked out, but it will bring some changes for the Air Force user. The process for approving new requirements will be expanded to include equal representation of the other Services. Most importantly, there will be a sustained burst of software development activity.

This activity will provide enhanced capabilities. For example, the interface with the Global Freight Management (GFM) system will be revised to provide faster transactions supporting a wider array of services, an expanded transportation discrepancy reporting (TDR) process will be developed to include electronic distribution of data, and an interface with the General Service Administration (GSA) shipping system will be implemented to pre-position data for GSA shipments. These and other enhancements will expand the tools available to CMOS users to get the job done.

These are exciting times. CMOS is on a path to even greater acceptance, use, and improvement.

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### **Authorized Shipping Configuration**

**By Mr. Ralph Wareham, GS-12**

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A shipment was recently brought to our Packing & Crating element, with only three of the four required plastic shock-absorbent “doughnuts” affixed to the underlying sheet of plywood. The shipment in question was a fragile and very expensive component of our aircraft’s avionics suite. Several times in the past we’d shipped the item via commercial truck with doughnuts in place, only to learn that en route one or more of the doughnuts had been torn off. Hence, by the time the item was received at the depot or commercial repair facility, the required doughnuts were missing, exposing the sensitive item to unnecessary shock and potential damage.

Our packers and craters checked with base supply personnel in hope of finding the missing doughnut. Base supply could only conjecture that they had received the item with one doughnut missing. Short of inserting a chunk of 2X4 or a piece of really stiff foam under that one corner of the container prior to shipment, the conundrum was: How to replace the missing doughnut without receiving a Report of Damage from the destination receiving activity.

The obvious solution appeared to be a matter of asking questions and checking around locally for a replacement doughnut. Another avenue would be to consult the IM’s packaging engineer for a waiver to use an alternative packaging method that would adequately protect the sensitive cargo. As it turned out, a Northrop Grumman contractor representative happened to visit the warehouse about that time. He noticed the center of our attention (the missing doughnut), and volunteered to provide us with several spare doughnuts that he had on hand. Hence, the cargo will leave our warehouse with all four doughnuts affixed.

As a postscript to preclude doughnut damage and removal en route, we now securely mount the shipping container with doughnuts on a regular wooden pallet. That serves to protect the doughnuts from being torn off if the shipping container is subjected to sliding operations.

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### **Revival of the Revenue Ruling**

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The attacks of 9-11 have brought many guard and reserve units to Germany. These newly assigned personnel are taking advantage of the many travel and shopping opportunities afforded by their new assignment. One must-have item on some shopping lists, the Turkish Shotgun, requires some homework before purchasing.

One guard unit thought they had done their homework when they discovered Revenue Ruling 69-309. Under this ruling, a military member assigned overseas could import in a government shipment up to three long guns without approval from the Bureau of Alcohol, Tobacco and Firearms (ATF). Their research spread by email and fax, and led to many inquiries at their local transportation office. Unfortunately, the information they obtained was no longer valid. ATF rescinded Revenue Ruling 69-309 in June 2000.

To import into the US a firearm acquired overseas you must obtain ATF approval. The normal processing time for application (ATF 6) is four weeks. Information specific to the firearm, such as the serial number, is required for processing an ATF 6. ATF will not approve an application with insufficient information. Obtaining an approved application from ATF before purchasing a firearm is not an option.

Adding to this guard unit's dilemma was how to import the firearms back to Germany while awaiting ATF approval. Under current German law, it is illegal to own, use, transport, or import a personally owned firearm in Germany without first obtaining a Waffenbesitzkarte (German Weapon Possession Card). Obtaining the Waffenbesitzkarte is a lengthy process and cannot be accomplished outside of Germany. Importing a firearm to Germany without a Weapon Possession Card is a violation of German law and subject to punishment under the UCMJ.

Mailing long guns from Turkey presents its own set of complications for members. You can mail long guns but an approved ATF 6 must accompany the shipment. Without PCS orders, the long gun can only be mailed to a licensed gun dealer who submits the ATF 6 on behalf of the member. In addition to an approved ATF 6, a copy of the dealer's federal license must accompany the firearm. Firearms mailed without PCS orders are subject to import duty. With PCS orders, firearms can be mailed duty-free to the next duty station with a copy of PCS orders and an approved ATF 6.

To own a firearm in Germany you must comply with the German law and obtain a Weapon Possession Card. To import a firearm acquired overseas you must have ATF approval. Revenue Ruling 69-309 is no longer an option.

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## VEHICLE MAINTENANCE

### ACC2T3 Vehicle Maintenance Technician Network Mail List

**By MSgt Joseph Dow**

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The ACC2T3 Vehicle Maintenance Technician Network Mail List is an ACC/LGTVM initiative to provide vehicle technicians a forum to exchange technical information and lessons learned specifically related to the diagnosis and repair of Air Force vehicles and equipment. The combined knowledge of over 1,000 vehicle maintenance professionals, assigned to ACC units, networking together will greatly enhance each group member's ability to provide the highest quality automotive repair, diagnosis, and service to the Air Force customer.

The concept behind the group is simple. No matter how obscure the vehicle maintenance problem, chances are someone at another base has seen the problem. The end result is hundreds of years of combined experience in reviewing a problem and providing suggestive or proven repairs, thus supplementing the current method of one or two technicians who are troubleshooting the problem. The result will be a quicker, more accurate diagnostic process for difficult problems or problems not yet experienced. The exchange of information between technicians is not a new concept and is usually done by a telephone call to a past supervisor or peer. The use of computer hardware/software will allow command-wide (and eventually Air Force-wide) distribution of information by simply drafting an e-mail with the specific vehicle information and a detailed description of the problem, and sending the e-mail to one address. The e-mail is routed to an established mail server and redistributed to all registered members of the mail list/group.

A mailing list on a military domain requires three components. The first component is a dedicated computer configured as a Mail List Server. The second component is special software that will monitor the e-mail traffic and automatically re-distribute the e-mail to all members of the specific mail list. The third component is a Mail List Manager, responsible for remote administration of the mail list.

Funding for the ACC2T3 Mail List initiative is an area for consideration. The average cost of the computer hardware is approximately \$3,500 and software will usually cost \$2,000 for the corporate edition. Mail list administration requires, on average, 4 hours per week, although labor hours will vary depending on the volume of traffic and mail list membership size. Fortunately, through coordination with the 83rd Communication Squadron at Langley AFB, VA, the Air Force Computer Agency at Scott AFB, IL agreed to host the ACC2T3 mail list on one of the established servers, resulting in a zero initial material cost to ACC/LGT.

Upon completion of the test phase of the mail list, Vehicle Maintenance Managers (VMMs) and Vehicle Maintenance Superintendents (VMS) will receive an e-mail address to encourage their supervisors/technicians to register for the list. Registration requires an individual to fill out an on-line form with name, rank, and e-mail address. After an individual registers, he/she will immediately start receiving e-mail as other technicians post problems and solutions. If a person chooses to respond to a posted message, he or she has two options: 1) The person can send a response to the originator of the message; 2) the person may respond back to the entire list. This allows all recipients to view suggested fixes and archive them for future reference. If, for any reason, a person wants to unsubscribe from the list (separation, retirement, etc.), he or she will simply send an e-mail to the mail list manager with a one line message of, "unsubscribe ACC2T3." The mail list manager will remove him or her from the list. The same e-mail to the mail list manager will serve to change addresses in the event of a PCS.

Encourage your vehicle maintenance technicians to sign up for the list as soon as it is available and let's pool our experience to assist each other in this dynamic, rapidly changing industry. Keep in mind, this initiative will not preclude shops from submitting deficiency report(s) if applicable. If you would like more information on this program, feel free to contact MSgt Dow at DSN 574-3684 or e-mail him at [joseph.dow@langley.af.mil](mailto:joseph.dow@langley.af.mil).

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## Training Records

**By CMSgt Chris Ferris**

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How long does it take for your nice, new (clean) Air Force Form 623 to get dirty, greasy and grimy? How long does it take until your nice new folder is ripped and in need of a tape job? These questions aren't to point fingers at anyone. They're to raise a point, i.e., the "cardboard" type material our training records are made of isn't made for every environment. Take the environment most of us in the 2T3 field are in. Dirt, grease, grime and a brutal environment are all part of the nature of the beast. As mechanics, we tend to get a little dirty. Lately, a lot our personnel are being deployed. We've learned many of the training folders don't hold up as well as they should.

We at Team Mildenhall vehicle maintenance have changed the way we do business regarding our training records. We reconfigured the way our training records look. We've taken the 623 and all its contents and placed them into 3-ring binders. As you can see by the photos below, the training record is still a user-friendly device. With the new set-up, our records are easier to handle, maintain and store. Since they are now in a protective binder, they fair much better when stuffed in a mobility bag during deployment. We also set up our Master Task Listings (MTL) in 3-ring binders.

The MTLs contain lesson plans, broken down for each skill level and AFSCs covering the various "core tasks" identified in the CFETP. The main point here being to standardize our training program so that all trainees receive the same information regardless of what shop the trainees are working in or who's providing them the training. Inside our 623s we have information sorted by alphabetical tabs: A) Initial evaluation guide/checklist, supervisors checklist, and letter of appointment certifiers/trainers; B) Unique information by vehicle maintenance specialties; C) Current training status, i.e., 5 or 7-level; D) AF Form 797; E) AF Form 803; F)



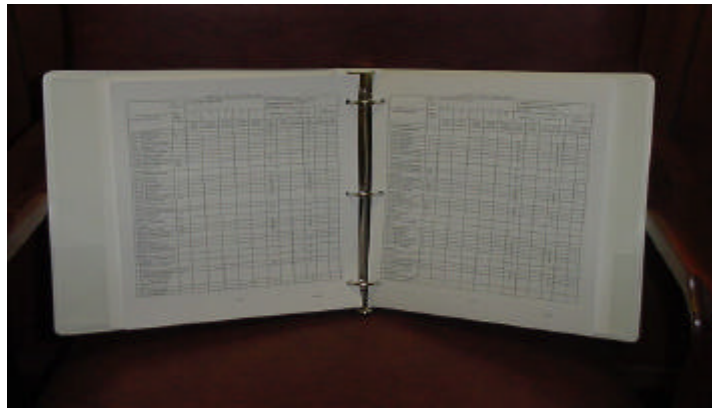
AF Form 623s; G) ECI/CDC information and; H) Training certificates/other information. Sure it took a little extra effort and time to get them where we wanted them to be, but the catch was worth the chase.



Outside cover of 3-ring binder



First page of the 623



The CFETP

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## VEHICLE OPERATIONS

### Malmstrom installs GPS system on government vehicles

**By Airman 1st Class Chris Powell**  
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Government vehicles on Malmstrom Air Force Base are being fitted with Global Positioning System (GPS) antennas, a move base officials say will allow the vehicles to be tracked anywhere in the missile complex. "The system will provide wing command centers and leadership real time visibility of vehicle movement in the missile complex," said Major Emil Abraham, 341st Transportation Squadron Commander.

GPS is a navigational satellite system made up of 28 satellites used by commercial industries and the military. The system satellites provide extremely accurate three-dimensional location and precise time information to worldwide users. "We will have a total of 80 vehicles equipped with the devices and an additional 179 vehicles will be pre-wired," said Master Sgt. Kevin Fecteau of the squadron. "The reason for pre-wiring vehicles is so we can exchange units when one of the vehicles is being repaired," he said. Pre-wiring of vehicles is scheduled to be complete in mid-April. Each unit costs about \$2,100 to install.

"Using GPS will add an extra layer of safety and security by enabling wing leadership to know where Team Malmstrom members are throughout the 23,500-square mile missile complex," said Abraham. "Command centers will be able to quickly locate disabled, lost or stolen vehicles reducing response times by security forces, emergency crews and mobile maintenance."

The GPS units will be able to do more than just show where a vehicle is. "The systems will also be able to provide communication capabilities so we can get emergency information to the people in the vehicles," the major said. "We can also give them weather updates, road condition changes, route modifications and force protection condition changes."

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### Spotlighted Unit!

**By SSgt Jason D. Hohenstreiter**

354 TRANS/LGTO

Eielson AFB, Alaska

Welcome to the 354th Transportation Squadron, Vehicle Training and Certification Office. Located within the Alaskan interior, at Eielson AFB, you will find a team of highly motivated NCOs dedicated to providing the best training possible.

The Eielson AFB Vehicle Training and Certification office is charged with meeting both an internal and external support role. We oversee the training and certification of over 45 military and civilian personnel. Since the field-testing of the Fleet Management and Maintenance Control and Analysis merger, the training office has also assumed Operator Records and Licensing and Analysis functions. This greatly expanded our role within the flight, squadron, and wing.

We take great pride in the high level of training we are able to provide our personnel. With goal setting and scheduling, we are able to monitor and track the progression of each of our trainees. However, we don't do the work of the supervisor. Instead, we work in concert with the supervisors and the Unit Education and Training Monitor to ensure the continued progression of the trainee. As a trainee advances with their Career Development Courses, we are there every step of the way. We provide hands on training in map reading/plotting, dispatching, licensing, and all other areas where simply "reading the material" may not be enough to get a grasp on the subject (MVC-016F).

We recently established a computer-learning center that has proven to be an invaluable tool. We use the center to administer tests such as the general knowledge, bus, and tractor certifications. The center enables our personnel to take self-administered pre-tests with immediate results. It also allows our trainees to get away from their duty section and into a training environment while they work on items such as the REMS computer based instruction, ancillary training, and 7-level distance learning (MVC-014F).

Since implementation of the certification initiative, we have also been charged with the certification of all new tractor-trailer and bus licensees. Using a locally established standard, certification route, and computer based testing system, all personnel are trained and certified congruent to the civilian standards established by the Department of Motor Vehicles for the state of Alaska. SSgt Paul Tancredi, our primary heavy equipment trainer and certifier, has furthered this initiative by working to establish a Third-party Commercial Drivers License Skills Test Facility. Sergeant Tancredi is now a certified examiner. This level of tractor-trailer training has enhanced our capabilities and ensures we are ready to respond to any contingency (MVC012F).

When the time came to fine-tune the training needed for our Combat Employment Readiness Inspection (CERI), we were ready. In preparation for our CERI, we established weekly classroom instruction and hands-on training for members of the entire squadron. We enhanced our training using realistic scenarios and ATSO training aids (training UXOs and Auto Injectors). Our skills were further tested by a squadron-sponsored Ability to Survive and Operate (ATSO) Rodeo. When the results were in, we knew we had done our job well. Transportation was the only unit to receive zero ATSO findings during the CERI. This enabled us to receive an "Excellent" during the inspection and also to maintain readiness for any contingency operation.

As the licensing representative, SSgt Paul Kusters maintains over 2,300 government driver's records and licenses. As the Analysis section, we are responsible for the continued research and suggestion of practices to ensure Vehicle Operations' services and fleet is used as efficiently as possible (MVC-001F).

With all that we have achieved so far, we aren't done yet. We have quite a few plans that are nearing completion and will take us even farther. For instance, this spring we plan to expand our wrecker training. We received a vehicle from DRMO that will be used to simulate major accidents. This will provide valuable training on the full capabilities of our wrecker and a more realistic training environment. We are very proud of our accomplishments. But we are most proud to know that we not only provide our trainees with the knowledge to complete their duties but also excel in everything they do.

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## AERIAL PORT

**“It’s that there FOG stuff”-- “CONUS DISTRIBUTION MANAGEMENT CELL”**

**By Major Michael Michno**  
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September 11<sup>th</sup>, 2001 brought many Americans into a thought process they have never had to or wanted to contemplate--that of being a target of terrorism within their own homeland. And while the civilian world changed their thoughts and actions to cope with this threat, the United States Military found itself in a process it knows only too well--going to war. While this enemy is not defined by geographical boundaries, it’s an enemy still the same. The search, identification, capture or destruction of that enemy is what we as a military are all about.

AFMC has its own special way of going to war, a way that sometimes may not be appreciated by the “tip of the spear” fighter units, but that’s okay. While the fighter units focus on the physical acts of fighting the war, AFMC focuses on the business and logistics of going to war. The fighter, bomber, tanker, recon and special operations units may not have the deepest appreciation for, or for that matter, any idea of what it takes to bring a weapon system through development, acquisition and sustainment; that’s perfectly all right. We all have a part to play, with one goal in mind--the safety and security of the people of the United States.

One of the units at Wright Patterson AFB in Dayton, OH is knee deep in the logistics of going war. AFMC/LSO is a Forward Operating Agency (FOA) with a dual mission of supporting the Director of Logistics at HQ AFMC and USAF/ILT. They have the dubious task of managing and controlling the flow of cargo for the USAF. Specifically, they have the task of acting as the Air Clearance Authority (ACA) for Air Force cargo entering the Defense Transportation System. When the logistical complexities of Operation Enduring Freedom (OEF) became evident, with an enemy that might be in one of twenty countries on any given day, AFMC/LSO responded by forming a “tip of the spear” Transportation Cell to react to the needs of the warfighter. The “Fog” is real. Clausewitz and Sun Tsu were right on the money. Things happen in war that don’t happen at any other time, and the successful warrior is ready to improvise, adapt, and overcome. The CONUS Distribution Management Cell (CDMC) is set up to improvise, adapt and overcome. AFMC/LSO CDMC uses every means available to provide warfighters a single-stop service to locate, divert, expedite and provide visibility for any mission-critical cargo shipped in support of Operation “ENDURING FREEDOM.”

The depth of AFMC transportation and logistics knowledge, the asset visibility systems, direct attachment to AFMC’s LG resources, especially with the item managers, were all important parts of the equation used in establishing the CDMC. Coupling these with LSO’s talented analysis and policy personnel, a stable building block was available for the CDMC to operate. The final piece of the puzzle came in the LSO’s authority to expedite and space block cargo for immediate lift out of the AMC ports. The only thing missing were the people.

AFMC/LSO’s leader, Mr. Howard English, immediately went to the Reserves to bring in a group of transporters with the right tools. Specifically, he was looking for individuals who could think and work outside of the box, sometimes way outside of the box. Within a few weeks, eight reservists were recalled to active duty. Within 30 days of their activation, a CONOP and working cells were in place at Wright Patterson AFB, Dover AFB, Travis AFB, and the Norfolk Naval Air Terminal. The CONOP was reviewed and approved by HQ AFMC/LG, Brigadier General Terry Gabreski.

The details of the cells operations to a bystander may look somewhat like an ant farm with action going in all directions. But there is a method to the madness. It is the CDMC teamwork that directly relates to sortie generation and bombs on target each and every day.

Daily, the team is fed a myriad of inputs from the field. One customer, CENTCOM, provides the AMFC Battle Staff a list of the most critical mission drivers for its war effort. This list is divided between the LG communities. LG representatives in the Battle Staff research those items that are constrained by contract or organic repair. They provide critical information relative to the time when the items are available for shipment. This process is critical to keeping the LG informed of any weapon system constraints that may be present within the depots or at contracted repair facilities. Items that are moving go to the CDMC. The team researches each item using several asset visibility systems. If necessary, the team physically contacts the ports, shippers, or commercial carriers—what ever it takes to get the latest status of the shipment. Due back to the Battle Staff are delivery dates for each mission-

essential piece of cargo. This information is calculated by the cell and is forwarded back to the warfighter so intelligent maintenance decisions can be made at our forward-located bases. The cell completes this entire process within 4 hours each day, but the cells work is not over there.

Each day at 1400 Eastern Time, all the cell members go live in their daily CDMC War Room Conference. At this meeting each mission-critical part is scrutinized. The goal is to determine the best way to get the part to the warfighter. Directions are given by the C2 cell to divert or expedite shipments every day. It is quite a juggling act for our troops at the ports trying to support the ultimate customer, while not getting in the way at the aerial ports. In addition, broken aircraft parts coming back from the theater have their own special world. The quicker the parts can get back to the source of repair, the quicker they can be repaired and returned to the battle. In today's world of lean weapon systems, every day saved in the supply chain process is vital to the war effort.

Some CDMC customers have weapon systems that have gone through Acquisition Reform with their transportation requirements in a Contracted Logistic Support (CLS) arrangement. The CDMC does not care. The CDMC is the United Nations of Cargo Movement; everyone is welcome. They do not care what language the weapon system speaks, as long as they are focused on destruction of the enemy. So whether it is a completely DoD-maintained weapon system, or one that has never used an AMC port for the movement of its parts, the CDMC will assist and expedite the items when called upon.

The CDMC works as a team with a few unwritten ground rules. First, always make the call. Never assume the piece is on the plane, or the customer has it. Call, it's that simple. Second, never let our team or any individual on the team become more important than the war fighter. There is someone far away from home, freezing his or her tail off to fix an airplane, and another individual risking his life to fly a mission. They are our ultimate customers, so remember this and go back to rule number one.

So when you are trying to figure out why a certain country has just changed its customs clearance procedures, and cargo is backing up in some port-like traffic in LA rush hour, just remember, "It's that there (FOG) stuff." Rest assure, there is a small unit of "somewhat rebellious transporters" standing by working to get the cargo moving, with a smile in one hand and a two-by-four in the other. Whatever it takes.

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## OTHER ITEMS OF INTEREST

### **Dec 7, 2001--A Day to Remember and pay tribute to the Heroes of 1941 and to honor the new Heroes of 2001**

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I had the great fortune to witness ceremonies this past December 7<sup>th</sup> commemorating the 60th anniversary of the attack on Pearl Harbor and America's entry into the Second World War. The ceremony and events surrounding the commemoration were uplifting and very moving. As such, I felt a need to write some of it down. I feel that it is important to re-energize our patriotism and emphasize our history on a continuous basis.

I arrived at the Pearl Harbor Visitors Center at 6 a.m., nearly two hours before official ceremonies were to commence. Already, there were well over 100 people ahead of me and more streaming in behind me. In the group ahead of me, I saw numerous hats and vests identifying survivors of that fateful December day six decades ago. Individuals in their 70s and 80s displayed energy and enthusiasm that really surprised me. They were anxious to get into the center to secure a seat for the upcoming ceremonies. Park Rangers opened the doors at 6:30 to what was now a crowd of well over 500 people. Visitors with reserved seating were steered off toward the seating area, while others (including myself) went to the canopied seating area.

Visitors continued to flow in until there were over 3,000 people from all walks of life in attendance. Aging veterans, visitors from England, young men and women in uniform, and patriotic Americans decked out in a variety of clothes festooned in red, white, and blue. Around 6:45, the sun began to rise over the mountains behind us, bathing the sky in orange and blue, beautifully reflecting off of and amplifying the high clouds. I imagined the peacefulness of this morning and what it must have been like that Sunday morning many years ago.

At 7:30, the US Navy band started playing patriotic songs and the crowd began to energize for the events soon to unfold. At 7:45, the

Superintendent of the Arizona Memorial Visitors Center opened with greetings and remarks. She read a portion of a letter written by a crewmember on the Arizona to his wife in November of 1941. In the emotion-filled letter the sailor spent 4 hours writing, he talked of the pain and heartache he felt being separated from his wife and how he hoped to see her soon. He spoke of his undying love and desire to be with her. But like over a thousand others that sailor died aboard the Arizona December 7th and remains on permanent watch today. At 7:55, the moment of the first attack, the USS Paul Hamilton, appropriately marked as ship's hull number 60, passed in silent tribute to the Arizona while a flight of F-15's from the Hawaii Air National Guard flew a missing man formation over the harbor. The American colors and the flags of the military branches were flawlessly posted by an all-service honor guard. As the band began playing the national anthem, you could feel the patriotism, pride, and respect for America's warriors begin to swell. And then something inspiring happened. Only one or two at first, then a few more and a few more, and before long the entire crowd of visitors

was singing the national anthem. It was extremely moving as Americans sang their anthem with a heart and spirit newly resurrected since September 11th. A brief invocation preceded passionate, first person experiences from three survivors of the air raid on America. First was Navy fighter pilot, Ensign James Daniels III, who was aboard the USS Enterprise and out to sea on a training exercise when the attack began. He spoke of being alerted to "Man your Planes" and of how his 17-year-old plane captain "turned his plane up" in getting it ready to fly. He remembered the confusion that ran through his mind when he read a message board flashed by a ground crewman indicating Pearl Harbor had been attacked. He took off shortly thereafter to fly the first combat air patrol of the war. He spoke of how a massive search for the Japanese fleet was launched by Admiral Halsey. But after a futile search, his flight of 6 fighters was ordered to recover at Ford Island. Tragically, 5 of the 6 planes in his flight were mistakenly shot down by Americans who, still in shock from the attack, assumed they were a third wave of Japanese attackers. Three of his friends died in that attack and his was the only plane to make it down safely.

Lenore Terrell Rickert, then a navy nurse, spoke of how she was doing morning rounds with the doctor of the day at the Naval hospital at Hospital Point when the attack began. In just a few short hours, she went from Charge Nurse for the ear, nose, and throat clinic to rallying fellow nurses to begin caring for the mass of wounded soldiers, marines, and sailors. Halfway through her talk, a rain shower blew into the area. No one seemed to mind as we all remained transfixed on what Lenore was talking about. A wonderful rainbow suddenly appeared arching from the western end of the harbor and coming to rest just north of the Arizona Memorial. Then, ever so faintly, a second rainbow appeared just above the bolder one. This one came to rest right on top of the Arizona Memorial. It was as if God wanted everyone to know He was there with all of us that morning.

The final speaker, Joan Zuber Earle, was the 10 year old daughter of the Marine Barracks commander who lived on Ford Island just 500 feet from where the Arizona was berthed. She and her sister and parents were home when the attack began. She talked of how her father hurried off to man battle stations while she headed for shelter with her sister and mom. She remembers clearly the up close and personal carnage that morning. She spoke of the fighters streaking by and strafing them as they ran to the shelter, the explosion and flames from the exploding Arizona, and giving up her bathrobe to be used to wipe thick black oil from injured sailors. She remembered beginning to cry and her mother telling her to stop because "Marines don't cry."

The ceremonies continued with prayers of remembrance and peace by survivor Joe Morgan and, then Japanese pilot, Reverend Ikeda. Members of the National Park Service positioned themselves at the base of flagpoles flying the state flags and ship's ring for each of the battleships moored at Pearl Harbor that morning. A variety of veterans and survivors placed wreaths on each of the rings to pay respect to those who died 60 years ago as the band played "Amazing Grace." An expert firing party of 7 sailors then fired a three-shot volley rendering the honorary 21-gun salute to those killed that day. The haunting and mournful playing of "Taps" followed as the silence of the audience was broken only by the sounds of those fighting back tears.

The ceremonies ended as the audience sang "America the Beautiful" and floral tributes were cast into Pearl Harbor with the names of each person killed that day. The superintendent urged everyone to greet and thank not only the veterans of old, but also the new veterans: the young men and women in today's military. For they are today's heroes, keeping ever vigilant as America fights the war against terrorism. Four other heroes were in our presence that morning as well; four firefighters from Engine Company 9 and Ladder Company 6 of the New York City Fire Department. More than 100 NY City firefighters and their families were in Honolulu that week. Guests of the State of Hawaii, they were flown over for a week's stay, as a way of saying thanks and to let them know America honors them as today's heroes. However, these four firefighters: Joe Hodges, Sal D'Agostino, John Starace, and Tommy Falco, paid their own way just to be at the ceremonies, for they felt they needed to be there to share their common bond with the Pearl Harbor veterans. They spent as much time as people wanted speaking of their experiences, taking pictures, and just shaking hands with everyone around them. I listened to stories of how two of them were trapped in the rubble of one of the Trade Center towers for over 4 hours until they were rescued. As I listened to their stories, I noted strong similarities with the stories the veterans

of Pearl Harbor related. But yet, they were there this day to honor those heroes of December 7th. They were very modest, never putting themselves ahead of the veterans being honored that morning. They paid a very visible tribute to the veterans of Pearl Harbor and today's military. I spoke with them and I was humbled by their humility and thankfulness for what America's servicemembers are doing for America. It was obvious that America has so many heroes to be thankful for, and so many other Americans who honor and pay tribute to all men and women in uniform. I watched as people in the crowd visited veterans, firefighters, and young GIs. They talked to them, thanked them, and even asking for autographs. It was a wonderful feeling to see this many people displaying such a patriotic fervor.

A mere 4 hours from the time I arrived, I ended my visit to Pearl Harbor after casting flowers into the harbor along with a prayer for Seaman Second Class George Themistocles of the USS Oklahoma and Seaman First Class Herman Goetsch of the USS Nevada, both killed in action on December 7th, 1941. I drove away, freshly invigorated with patriotism and pride in the military, the common man, and in America. I wish to leave you with this: always take the time to thank those who are doing the common, unheralded, and unnoticed things for you every day. Take time to thank a veteran, a cop, a fireman or that GI "standing the wall" to make sure you are safe. And most importantly, take time to ask your God to continue blessing America.

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## MEEP'S CORNER

### AF Management and Equipment Evaluation Program (MEEP)

**By Mr. Charles F. Batchelor**

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### Completed Projects

1. What Quits First: An Engine Analyzer manufactured by Lenehan Research, 22721 La Quinta Drive Mission Viego, CA 92691. A hand held analyzer that can be setup and left monitoring the engine at idle, until the fault occurs, causing the engine to quit. Website <http://www.lenehanresearch.com>. Test Sites: Offutt and Whiteman AFB's. MEEP Project NO: T01-17. This unit received favorable comments. It performed as claimed by the manufacturer. The unit identified the faulty area, saving labor and time. However, you still have to search the affected area to find the specific problem. Full details will be posted in the next edition of the Consolidated Status Report.

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2. Ecological Pulverizing Agents EPA 2000 and EPA 5000, distributed by Environ, LLC, 13810 Lookout Road, San Antonio TX 78233, (210) 590-7750. EPA 2000 is a water-based, non-solvent, non-flammable concentrate that releases and cleans petrochemicals from any surface. EPA 5000 is a water-based, non-hazardous blend of surfactants, emulsifiers, and low solvents that has been formulated for the cleaning and removal of hydrocarbon sludge from storage containers. This project is scheduled for closure this month. Test Sites: Randolph and Altus AFBs. MEEP Project NO: ET01-22.

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3. MagWand - TSL328, manufactured by Newpig, One Pork Avenue, Tipton, PA 16684, 1-800-468-4647, Web site <http://www.hothogs@newpig.com>. The MagWand is a hand-held magnetic wand that uses a high-gradient, rare earth magnet to lift metal objects weighing up to 12 lbs. Test Site: Whiteman AFB. MEEP Project NO: OT01-05. Even though this unit performed as claimed by the manufacturer, it did not provide any substantial advantage over the current method of picking up debris. Overall, this product is less effective than current procedures being used.

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4. Safety Vision Back Up Camera System, Model SV510, manufactured by Safety Vision, Inc., 119 Northmont Street Greensburg, PA 15601. The Back Up Camera System provides the vehicle operator with a clear view of objects that are behind the vehicle as well as what's in the lane on each side of the vehicle. Test Site: Langley AFB, VA. MEEP Project NO: T01-20. This unit's performance was favorable and it was recommended for Air Force Use and adoption.

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### On-Going Projects

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Visit our site on the World Wide Web: <http://jppso-sat.randolph.af.mil/>



These projects are in the final phase of completion. The test results will be publicized in the next issue of the Transformer and the Consolidated Status Report.

1. Tesla Ground Power Unit Model TI1000GPU-24 with optional accessories to include the transport dolly and shipping case. This unit is manufactured and distributed by Tesla Industries INC, 109 Centerpoint Boulevard, New Castle, DE 19720, (302) 324-8910, website <http://www.teslaind.com>. The Tesla Ground Power Unit (GPU) is designed specifically for 24 Volt Military Series Vehicles. It provides the advantage of totally portable DC electrical ground power for general maintenance support and remote airfield operations. Test Site: Eglin AFB, FL. MEEP Project NO: T01-21.

2. Screw Remover And Center Drill Guide. Both products are distributed by Lawson Products, INC., 1666 E. Touhy Ave, Des Plaines, IL 60018-3683, phone 1-800-448-8985, website <http://www.lawsonproducts.com>. A. Screw Remover: This is a reusable tool to be used in a variable speed hand drill set for reverse. It can be chucked directly into the drill or held using a ¼ inch hex bit holder. B. Center Drill Guide: This new Center Drill Guide System takes the guesswork out of a difficult job often without time-consuming disassembly of parts. The e-z Center System allows for an accurate pilot in a variety of broken bolt positions each and every time. Test Site: Langley AFB, VA. MEEP Project NO., T01-25.

3. Electric Brake Bleeder. 2.5 Gallon Electric Brake Bleeder, Model SSBEB2.5 distributed by Power Probe, INC, 225 Viking Ave, Brea, CA 92821, 1-800-655-3585, website <http://www.powerprobe.de/bld2txt.htm>. This Electric Brake Bleeder holds 2.5 gallons of brake fluid, offering you many brake bleeds without the need for frequent refilling. Test Site: Dover AFB, DE. MEEP Project NO: T01-26.

4. ACCU-Starter Type 2024 SK distributed by Global Power Logistics Inc., 120 South Holiday Road, Destin Florida 32550, website is <http://www.Global-Power.ws>. The ACCU-Starter is a safe compact portable multi-use power supply with reserve energy and is capable of jump-starting large vehicular equipment up to 800 HP. It has an automatic 12/24-voltage selection with power surge protection. Test Site: Eglin AFB, FL. MEEP Project NO: T01-31.

### New Projects

1. Mid-Rise 6,000 lb Portable Lift: Manufactured and distributed by Mohawk Resources, LTD. 65 Vrooman Ave, Amsterdam, NY 12010, 1-800-833-2006, Fax: 518-842-1289, website <http://www.mohawklifts.com>. The Mid-Rise 6000 lb Portable Lift is designed for lifting light-duty vehicles. Test Site: Eglin AFB, FL. MEEP Project NO., T02-03.

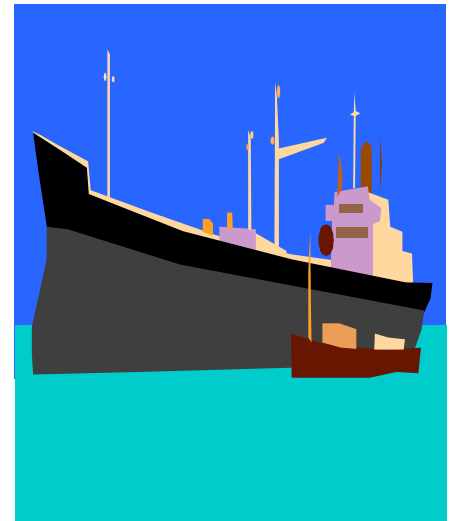
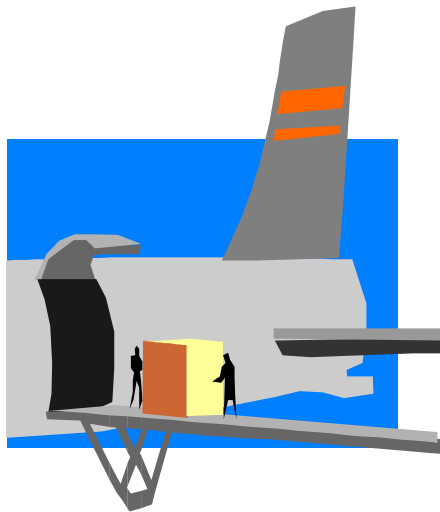
2. Fluid Evacuator: Model 10-15-1071 manufactured and distributed by Vacula Automotive, 212 Ambrogio Drive, Gurnee, IL 60031, phone 1-800-633-8267, website <http://www.vacula.com>. The Fluid Extractor is a versatile, portable, vacuum-operated fluid evacuator. It is used for changing engine oil, transmission fluid, or other fluids quickly and cleanly. Test Site: Offutt AFB, NE. MEEP Project NO: T02-02.

3. Compressed Air Dryers: The Model PRD 50 Air Dryers are manufactured by Sullivan Palatek 3501 W. Dunes Hwy Michigan City, IN 46360, web site [http://www.palatek.com/compress\\_dryers.asp](http://www.palatek.com/compress_dryers.asp). Test Site: MacDill AFB, FL. MEEP Project NO: T02-05.

Even though they are not addressed in this article, we have several ongoing Civil Engineer and environmental related projects that are being tested.

Information about all MEEP projects can now be found in the Consolidated Status Report on the HQ USAF/ILT web site <http://www.il.hq.af.mil/ilt/iltv.html>.

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Articles may include topics related to quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative.

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All articles must be submitted through your MAJCOM POC, listed on this page.

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